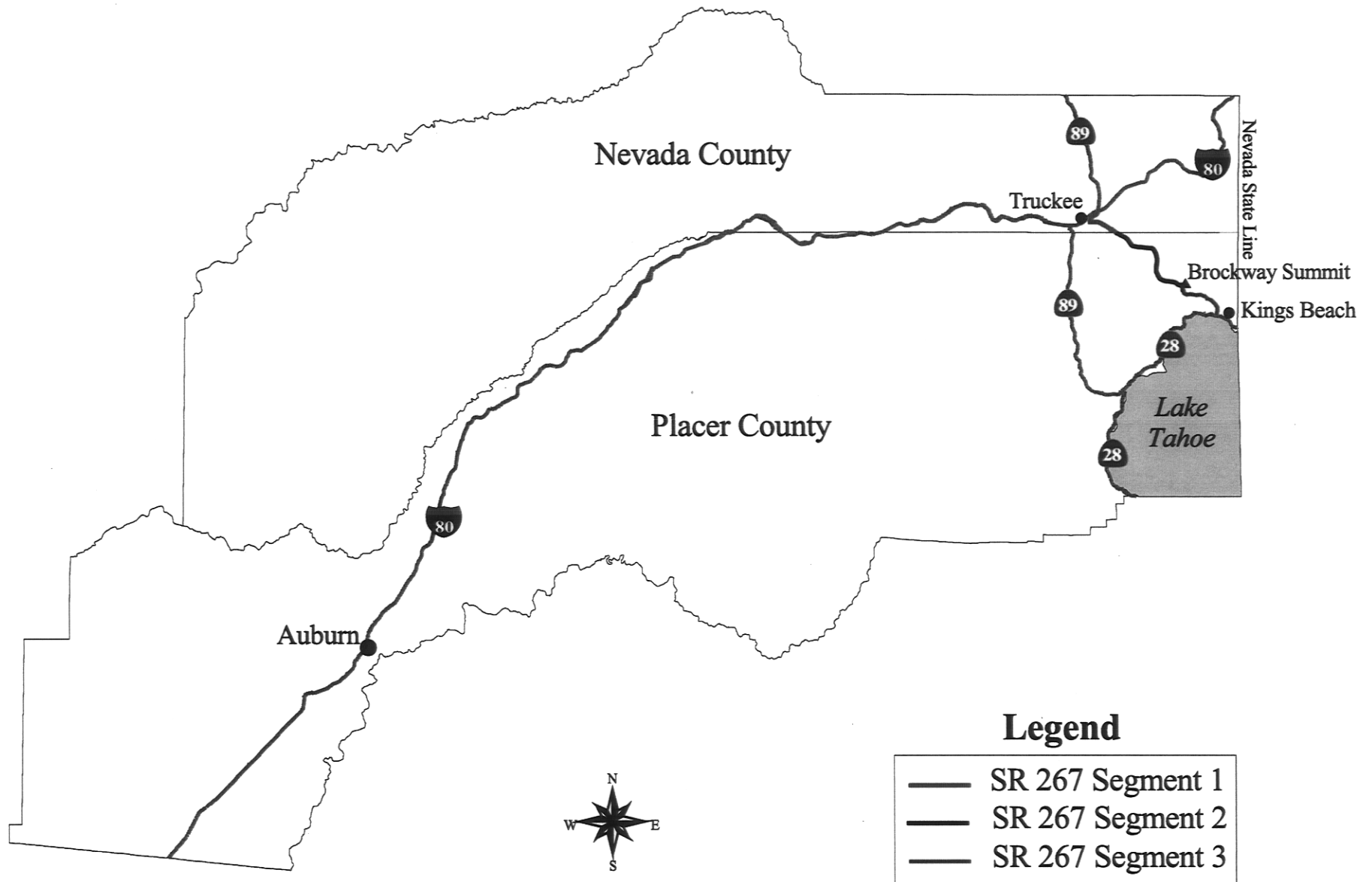
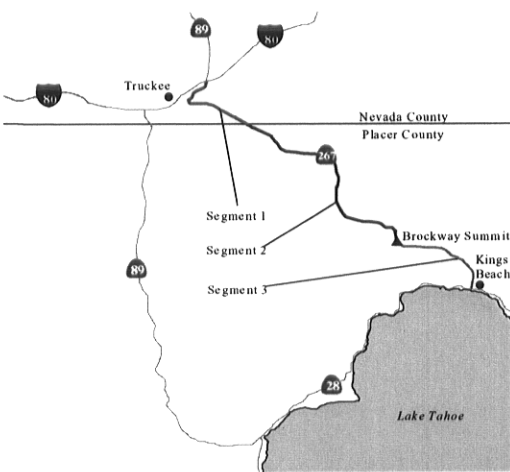


State Route 267 Segment Map



STATE ROUTE		267	SEGMENT FACT SHEET					
PKm Ahead: 0.000		SEGMENT: NEV 1		Ahead PM: 0.000				
PKm Back: 4.484		JCT. RTE. 89 NORTH, JCT. RTE. 80 TO		Back PM: 2.787				
Distance: 4.484		NEVADA/PLACER COUNTY LINE		Miles: 2.787				
Present Facility	2-lane conventional highway	Transportation Concept Improvements Construct SR 267 Truckee bypass from SR 80 to Nevada/Placer county line. Increase SR 267 bypass capacity from 2- to 4-lane expressway.						
Concept Facility	2-lane expressway (Truckee Bypass)							
Ultimate Facility	4-lane expressway (Truckee Bypass)							
Levels of Service		Present LOS: E 20-Year LOS No Build: F 20-Year Concept LOS (Improved): D						
General Plans		LOS		Functional Classification: <u>Minor Arterial</u>				
Town of Truckee General Plan (February 1996)		F	NHS	0	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	Freeway/Expressway	0	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Nevada Co. Regional Trans. Plan (June 1999)		F	Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	Nat'l Truck Network	0	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
			Life Line	0	0=Non Life Line, 1=Life Line Route	IRRS	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Description - Rationale - General Comments

Segment one is an undivided two-lane conventional highway 2.79 miles in length extending from Junction Routes 89N/80, through downtown Truckee, along the developing area of the Martis Valley and ending at the Nevada/Placer County line. The route is located in a rural area entirely within the town limits of Truckee providing access to residential, industrial and commercial land uses serving inter-regional, local commuter and recreational traffic. The route connects the Martis Valley, the Tahoe-Truckee Airport, Northstar-At-Tahoe ski area, and the Tahoe Basin to the downtown Truckee area and I-80.

The primary concern along this segment is the traffic congestion in Truckee, at the multi-way "STOP" sign controlled intersections of Commercial Row/Bridge St./SR 267 and West River St./SR267. The capacity of these intersections are constrained by close spacing between intersections, on-street parking, heavy pedestrian activity, tourist-related traffic (drivers unfamiliar with the area) and an at-grade crossing of the Union Pacific mainline railroad tracks. (Truckee General Plan 1995-2014, Vol. II, p. 9)

The rail serves an Amtrak Station, railroad yard, and acts as a switching yard. Trains crossing SR 267 (PM 0.835) cause long-standing queues blocking nearby intersections upstream of critical approaches and Truckee River Bridge. Thus, response time for emergency vehicles moving between Truckee and areas south of the railroad crossing are seriously impaired. Congestion can be especially severe during holiday and weekend periods throughout the year when recreational traffic in and out of the Tahoe Basin is heavy.

The primary route concept improvement for this segment is to construct a SR 267 Bypass. The first phase of construction for the Bypass began on August 31, 1999 with a project completion date scheduled for spring 2002. The Bypass is intended to reduce traffic congestion and traffic delays, and improve safety along existing SR 267 in downtown Truckee. The Bypass is designed to be a two-lane controlled access highway constructed to expressway standards on new alignment and right of way, and a new interchange at I-80. When the bypass is completed the existing highway in this segment will be deleted from the State Highway system and relinquished to the Town of Truckee.

Although the existing SR 267 will be relinquished to the Town of Truckee, the 1998 Nevada County Regional Transportation Plan identifies projects designed to improve traffic flow and system operations. The following projects are improvement recommendations for existing SR 267; 1) Add a SB right-turn lane at Martis Valley Road; 2) Add a SB left-turn lane at Reynolds Way; 3) Add a NB left-turn lane at Old Brockway Road; 4) Eliminate all on-street parking between South River and West River Streets; 5) Traffic signal construction coordinated with the railroad crossing; 6) Add turn lanes between West River Street and Commercial Row; 7) Install a traffic signal at Commercial Row; 8) Add NB and SB left turn lanes at Church Street; 9) Add a SB left turn lane and a NB right turn lane at Glenshire Drive; 10) Add a southbound refuge lane for left turn traffic from Glenshire Drive; 11) Construct a NB acceleration lane from Glenshire Drive to SR 267; 12) Utilize the right-of-way on the westside of SR 89 immediately north of I-80 as a park-and-ride lot; 13) and construct a park-and-ride lot at Hirschdale.

The strategic deployment of Intelligent Transportation System (ITS) technologies such as Road Weather Information Systems (RWIS), Traffic Monitoring Stations (TMS), and Changeable Message Signs (CMS) should be integrated and applied to better manage and control traffic operating conditions.

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

2000 STIP	Construct 2-lane expressway on new alignment from SR80 to the Nevada/Placer County line (SR 267 Truckee Bypass).	1998/99 SHOPP	Install traffic signals at Palisades Road in the Town of Truckee. Project completed in 1999.
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1998/99 STIP West River Street
intersection Improvments.

LOCAL PLANNING JURISDICTIONS

RTPA/ Nevada County Transportation Commision
MPO 101 Providence Mind Road, Suite 102
Nevada City, CA 95959
(530) 265-3260

Air Northern Sierra Air Quality Management District
Quality P.O. Box 2509
District Grass Valley, CA 95945
(530) 274-9360

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Mountain Counties

Federal Air Quality Non-Attainment Designations:

C0: Attainment	OZONE: Non-Applicable for 1 hr standard/non-attainment for 8 hr standard	PM10: Unclassified
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Land Use

The Town of Truckee is the major population center for eastern Nevada County. In addition to being a hub for rail freight and passenger service, Truckee is at the crossroads of I-80, SR 267 and SR 89. Interstate 80 is a major transcontinental route and SR 267 and SR 89 are the main northern entrances into the Tahoe Basin.

The Downtown Truckee Specific Plan (June 1997) identifies several different zoning designations and combining designations. The existing zoning districts include Public, Office and Professional, Manufacturing and Industrial, Residential (Single and Multiple Family), and Commercial (Neighborhood, Community, and Highway).

According to the Truckee General Plan, aggressive land use growth is expected for downtown Truckee; as a result, traffic will be severely impacted within the downtown area operating in a state of gridlock during peak demand hours. Therefore, capacity is a significant growth barrier in the Truckee area. The construction of the 267 bypass, designed to reroute traffic around downtown Truckee, would help mitigate the additional growth inducing impacts by improving roadway capacity.

Modal Options

Airport: The Truckee-Tahoe Airport is a general aviation airport primarily serving local personal and recreational air traffic. It is located off SR 267 south of Truckee near the Nevada/Placer County Line.

AMTRAK: Modal connections can be made from SR 267 at Commercial Row to the Truckee Intermodal Transportation Center at Commercial Row serving transit, rail, automobiles, trucks, bicycles, and pedestrians. The AMTRAK California Zephyr serves the Oakland to Chicago Corridor with a daily train in each direction through the Town of Truckee.

Truckee Dial-A-Ride: ATM (Area Transit Management) operates a yearly Dial-A-Ride service which is a demand response transportation service available for the elderly and disabled as well as the general public servicing the town of Truckee Monday through Friday 8:00 AM to 5:00 PM.

ATM (Area Transit Management): ATM operates the Truckee Trolley Route on SR 267 which runs November through April making ten routes per day, seven days a week between The Truckee Depot and Northstar-At-Tahoe from 7:00 AM to 5:30 PM. The Truckee Trolley also operates a service April through November making seven runs per day Monday through Saturday between the Truckee-Tahoe Airport and West End Donner Lake from 9:15 Am to 5:15 PM.

Pedestrian & Bikes: Due to the heavy amount of pedestrian activity and mixed land use a comprehensive and safe system of bicycle/pedestrian facilities serving both commuter and recreational purposes should be developed to offer a well-balanced transportation system. All bikeway planning and design should be coordinated with local and regional agencies.

Highway Log Right of Way Information

Average Median Width: <u>0.00</u> Meters	Average Lane Widths: <u>3.66</u> Meters	Average Shoulder Widths: <u>1.22</u> Meters	No. Lanes: <u>2</u>
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Traffic Analysis and Highway Information

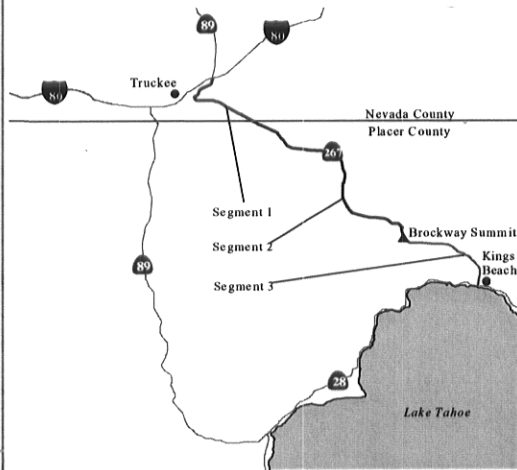
<u>Year</u>	<u>AADT</u>	<u>PeakHourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>	<u>Traffic Analysis Comments</u>
2000	16,800	1,960	0.92	E	The traffic analysis is based on a no-build scenario. Future operational conditions will improve to LOS of "B" with the planned STIP SR 267 2-lane expressway bypass. Construction began August 1999. Scheduled Project completion date is May 2002.
2010	23,900	2,790	1.30	F	
2020	31,000	3,600	1.70	F	
Terrain: <u>Rolling</u>		Land Use: <u>Comercial / Residential</u>			Future 20-Year Land Use: <u>Commercial / Residential</u>
% Traffic Growth/Yr: <u>4.6%</u>		Daily Truck %: <u>4%</u>			Total Accident Rate vs Statewide Average: <u>104%</u>
Peak Period Dir Split: <u>54%</u>		Peak Period Truck %: <u>3%</u>			Fatalities + Injuries Acc Rate vs Statewide Avg: <u>74%</u>

Future Right of Way Needs

Right-of-way has been obtained for the SR 267 bypass. Future right-of-way acquisition will be required in order to expand the SR 267 bypass to the 4-lane ultimate concept as designed by highway standards and specifications.

References

1998 Traffic Volumes on California State Highways. Caltrans, 1998
 1997 Annual Average Daily Truck Traffic on the California State Highway System. Caltrans, 1997
 The State Highway Inventory. Caltrans, June 1999.
 1997 California State Highway Log District 3. Caltrans, 1997.
 State Highway System Subset of 1998 STIP and RTIP/ITIP Augmentation, Caltrans, 1998.
 Route Concept and Development Report State Route 267. Caltrans District 3, April 1987.
 Regional Transportation Plan. Nevada County Transportation Commission, June 1999
 Town of Truckee General Plan 1995-2014 Volume I Goal and Policies. Town of Truckee, February 1996
 Town of Truckee General Plan 1995-2014 Volume II Final Technical Appendix. Town of Truckee, February 1996
 Town of Truckee General Plan 1995-2014 Volume III Economic, Demographic and Fiscal Analysis. Town of Truckee, February 1996
 Town of Truckee General Plan 1995-2014 Volume IV Economic, Final Environmental Impact Report. Town of Truckee, February 1996
 Downtown Truckee Specific Plan Volume 4: Draft EIR. Town of Truckee, June 1997
 Statutes Relating to the California Department of Transportation. Caltrans, 1996
 Nevada County Regional Transportation Plan. Nevada County Transportation Commission, June 1999

STATE ROUTE 267				SEGMENT FACT SHEET	
PKm Ahead: 0.000		SEGMENT: PLA 2		Ahead PM: 0.000	
PKm Back: 10.732		NEVADA/PLACER COUNTY LINE TO BROCKWAY SUMMIT		Back PM: 6.670	
Distance:				Miles: 6.670	
Present Facility	2-lane conventional highway with SB truck climbing lane.		Transportation Concept Improvements Install traffic signalization and channelization at high volume intersections near the truckee-Tahoe airport and Northstar-At-Tahoe ski area. Extend the existing SB truck climbing lane from Northstar Drive to Brockway Summit.		
Concept Facility	2-lane conventional highway, 8 ft. shoulders & SB truck climbing lane to Brockway				
Ultimate Facility	4-lane conventional highway with 8 foot shoulders to Northstar Drive.				
Levels of Service Present LOS: D 20-Year LOS No Build: E 20-Year Concept LOS (Improved): E					
General Plans		LOS		Functional Classification: Minor Arterial	
Placer County General Plan		N/A		NHS 0	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector
Placer County Regional Transportation Plan		N/A		Scenic 0	0=Non Scenic, 1 =Officially Designated, 2= Eligible
				Life Line 0	0=Non Life Line, 1=Life Line Route
				Freeway/Expressway 0	0= Non F&E, 1= F&E, 2= F&E Unconstructed
				Nat'l Truck Network 0	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
				IRRS 1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Description - Rationale - General Comments

Segment two is an undivided two-lane conventional highway 6.67 miles in length extending from the Nevada/Placer County line near the Truckee Airport to Brockway Summit. The segment is located in a rural area outside of any city limits. The segment provides access to commercial, industrial and residential land uses serving both regional and local traffic and recreational access to and from the Northstar-At-Tahoe recreation area and the Tahoe Basin.

From the Nevada/Placer county line, SR 267 intersects with Truckee-Tahoe Airport/Schaeffer Mill Road (PM 2.50). SR 267 then intersects North Star Drive (PM 3.76). An existing southbound truck-climbing lane (PM 6.09 to PM 6.32) ends 0.35 miles before the Brockway Summit (PM 6.67). Martis Peak Road intersects SR 267 at postmile 6.23 within the climbing lane section.

The Truckee-Tahoe Airport/Schaeffer Mill Road is a high volume intersection with substantial future demand. Mixed land uses of business, light industrial and residential impact the segment. Peak hour volumes north of the intersection are roughly 1,500 with a LOS of "E". South of the intersection, peak hour volumes are approximately 860 with a LOS of "D". Planned developments include a new business office/warehouse complex and a 74-home/golf course extension to the Lahontan residential development. Signalization will help control cross street delays and aid emergency vehicle access to and from the Martis Valley Fire Station, which is a shared facility between the Truckee Fire District and the California Department of Forestry.

Northstar-At-Tahoe, a major year-round recreational attraction, experiences seasonal fluctuations in the traffic demand that peak during winter months. Left-turn channelization is in place for northbound traffic entering Northstar Drive; however, right-turn channelization is unavailable for southbound traffic. Because the intersection experiences substantial demand, congestion and delay are common occurrences.

The short-term route concept improvement is to add right-turn channelization for southbound traffic. A mid-term route concept improvement is to add traffic signalization with left- and right-turn channelization at all approaches, which will improve the safety and efficiency of the intersection and maintain through lane capacity. All turning lanes should provide enough storage for queued vehicles without disrupting other flows. An additional route concept improvement in this vicinity is to relocate the present chain control point away from Northstar Drive. This would speed up chain on/off time, improve the safety and efficiency of the intersection, and help maintain through lane capacity. Further analysis is needed to determine a suitable location for a chain control point area.

An existing southbound truck-climbing lane from postmile 6.09 to 6.32 on a 9% grade provides for slow-moving vehicles. However, the climbing lane ends 0.35 miles short of Brockway Summit resulting in vehicle crawl speeds which reduce capacity and service flow rates and creates operational difficulties.

The route concept improvement is to extend the truck-climbing lane from Northstar Drive to Brockway Summit and widen the shoulders from 4 to 8 feet. These operational improvements will relieve backups, improve traffic safety and operating capabilities, and give passenger vehicles in the traffic stream opportunities to pass slow-moving heavy vehicles. The ultimate concept is a four-lane conventional highway connecting the four-lane Truckee Bypass (segment one) to Northstar Drive.

The strategic deployment of Intelligent Transportation System (ITS) technologies such as Road Weather Information Systems (RWIS), Traffic Monitoring Stations (TMS), and Changeable Message Signs (CMS) should be integrated and applied to better manage and control traffic operating conditions.

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

97/98 SHOPP Shoulder Repair at various locations from 2.5 miles so. of the Nevada County line to 1.9 miles so. of NorthStar Drive.

LOCAL PLANNING JURISDICTIONS		Air Quality	
RTPA/ MPO	Placer County Transportation Commission 550 High Street, Suite 107 Auburn, CA 95603 (530) 265-3260	The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.	
	Northern Sierra Air Quality Management District P.O. Box 2509, Grass Valley, CA 95945 (530) 274-9360	Air Basin: Mountain Counties Federal Air Quality Non-Attainment Designations: C0: Attainment OZONE: Non-Applicable for 1 hr standard/non-attainment for 8 hr standard PM10: Unclassified	

Land Use

A new fire station is being constructed in the immediate vicinity of the Truckee-Tahoe Airport. The fire station will be located within Nevada County; however, access to and from the fire station is located in Placer County. Existing land use developments on the Placer County side include the addition of a 460 home site and golf course to the Lahontan residential development and the 3,000 plus acreage addition at Northstar -At-Tahoe recreation area which consists of a small village for local residents and recreational visitors. The remaining land use within the segment is unimproved.

Proposed land use developments within the segment are currently in the early stages of the County Commission's review process and include: 1) Town and Country Business Center is a proposed office-warehouse facility with three buildings and three separate leases. The complex will be located approximately 1/2 mile northeast of SR 267 off Truckee-Tahoe Airport Rd. Other than airport property, the current land use for this portion of the segment is undeveloped; 2) A proposed residential development called Lahontan II will expand the existing Lahontan residential development by 74 additional home sites and one (possibly two) golf courses. The proposed development will be located approximately 3/4 of a mile southwest of the SR 267/Schaffer Mill Road intersection; 3) The Northstar-At-Tahoe recreation area, offers winter skiing and summer recreational activities. Continuing development of this residential and recreational area is expected.

It is uncertain at this early stage to know whether or not these proposed projects will be fully implemented. However, it is inevitable that over the next 20 years, additional commercial and residential development will occur within the SR 267 corridor, increasing travel demand and impacting the level of service.

Modal Options

Airport: The Truckee-Tahoe Airport is located off SR 267 near the Nevada/Placer County Line. It is a general aviation airport serving local personnel and recreational air traffic. According to the Truckee Tahoe Airport District Master Plan Update, facility improvements will be made when demand warrants. These improvements would not have a significant impact on the transportation system.

ATM (Area Transit Management): ATM operates two busing routes on SR 267, the Kings Beach Route and the Truckee Trolley Route. The Kings Beach Route operates November through April making ten runs per day, seven days a week between The Tahoe Sands Resort and Northstar-At-Tahoe from 7:00 AM to 5:30 PM. The Truckee Trolley operates November through April making ten routes per day, seven days a week between The Truckee Depot and Northstar-At-Tahoe from 7:00 AM to 5:30 PM. The Truckee Trolley also operates a service April through November making seven runs per day Monday through Saturday between the Truckee-Tahoe Airport and West End Donner Lake from 9:15 AM to 5:15 PM.

Northstar/Northshore Shuttle: The Northstar/Northshore Shuttle is operated by Northstar-At-Tahoe and provides service November through April between The Hyatt at Incline Village and Northstar-At-Tahoe. Service begins at The Hyatt at Incline Village at 8:00 AM and ends at Northstar-at-Tahoe at 8:40 AM with a return trip from 4:30 to 5:10 PM.

Pedestrian & Bikes: Bicycle and pedestrian activity is limited due to the dispersed pattern of land use in this area. However, the connectivity of pedestrian and bicycle facilities should be consistent within all segments. All bikeway planning and design should be coordinated with local and regional agencies.

Highway Log Right of Way Information			
Average Median Width: <u>0.00</u> Meters	Average Lane Widths: <u>3.66</u> Meters	Average Shoulder Widths: <u>1.22</u> Meters	No. Lanes: <u>2</u>

Traffic Analysis and Highway Information					
Year	AADT	PeakHourly Volumes	V/C Ratio	LOS	Traffic Analysis Comments
		860			
		1,200			
		1,500			
2000	9,500	860	0.44	D	
2010	13,200	1,200	0.57	E	
2020	16,900	1,500	0.73	E	
Terrain: <u>Rolling /</u>		Land Use: <u>Resource Protection / Urban</u>			Future 20-Year Land Use: <u>Resource Protection/urban</u>
% Traffic Growth/Yr: <u>4.3%</u>		Daily Truck %: <u>4%</u>			Total Accident Rate vs Statewide Average: <u>101%</u>
Peak Period Dir Split: <u>60%</u>		Peak Period Truck %: <u>3%</u>			Fatalities + Injuries Acc Rate vs Statewide Avg: <u>79%</u>

Future Right of Way Needs

Adequate right-of-way width should be reserved in order to accommodate intersection design standards for separate turning lanes at the Truckee-Tahoe Airport/Schaeffer Mill Road intersection (PM 0.25), and at Northstar Drive (PM 3.76).
Acquisition of property should be reserved so that the existing 4-foot shoulders can be increased to 8 feet. Right of way should be set aside in order to extend the existing truck-climbing lane to Brockway Summit. Right of way preservation should be considered for the purpose of accommodating the ultimate concept facility of a four-lane conventional highway.

References

Route Concept and Development Report State Route 267, Caltrans April 1987
1997 California State Highway Log District 3, Caltrans
Statutes Relating to the California Department of Transportation, Caltrans, 1996
State Highway Inventory, Caltrans, June 1999
Placer County General Plan, Placer County, August 1994
Placer County Regional Transportation Plan, Placer County, January 1994.
California Department of Transportation, District 3. September 1999. *Project Scope Summary Report (Pavement Rehabilitation) on Route 267 in Placer County.*
Truckee Tahoe Airport Master Plan, Coffman Associates, August 2000